results from your entering a little, narrow, heavy-proportioned chapel of ease, where you expected a spacious church, commensurable with such a huge, high-columned, double porticoed, arrogant architectural inclosure, which your eye almost tires to travel through the details of. As for the third celebrated example of modern French architecture, the *Hôtel de Ville*, it must be admitted beautiful exteriorly, and if the same or any homogenous ordonnance harmonize its courts, when finished, in the key of its frontage,—if they are not encumbered with oppressive decorations, nor broken up by obtrusive projections and impertinent attractions, till the whole *corps de bâtiment* resemble, like the Madeleine, a man who has "made too much fat within,"—it may prove the very handsomest edifice of modern French construction. Construction, mind; for, after all, it would be no more than the original Italian architect's old hotel-de-ville extended, and rather the production of Gallic quarries than of Gallic genius. Nevertheless, qualified as our admiration of these three works must become on analyzing their pretensions, there is, without question, a great deal of architectural power, skill, and talent manifested in both them and numerous other structures, private and public, which have lately arisen to adorn this much-improved metropolis. If Parisian architects would but expend a little of said power, skill, and talent on *sweetening* said metropolis! Its streets smell like open sewers—nay, are such! In subterranean architecture, British professors bear off the bell; their genius shews itself to best advantage under the ground; Paris cannot rival London's apparatus of latent aqueducts and gutter-ducts and dirt-aducts, however defective. *Lutetia quasi à luto!*"

Miscellanea.

Largest Factory Building in the World.—The central part of the Portsmouth (American) steam factory, which is 204 feet long, is now two-thirds up, and, should the weather continue favourable, will be covered before Christmas. The eastern wing, of 150 feet, will be built in the spring, and the western wing, of 150 feet, will probably be built in the course of next year. The centre part is to be six stories high, the wings five stories; height of the lower story 13 feet, of the other stories 12 feet; the length of the front will be 504 feet, or about a tenth of a mile. There will be about four acres of flooring in the Portsmouth factory. Number of spindles, 50,000; number of operatives 1,200 to 1,500. In the rear two parallel buildings, two stories high, will be extended 100 feet back from the junction of the main building with the wings; and between those buildings, 50 feet from the main structure, the boiler-house is to be erected. The foundation of the chimney, which is to be 140 feet high, is laid, and is in progress of erection. A gentleman who has been travelling the last year, in pursuit of information respecting manufacturing establishments, and who has visited more than a thousand factories, informs us that the largest building he has seen or heard of is at Manchester in this state, which is 440 feet in length. There is nothing in England to compare with it.—*Portsmouth Journal.*

Proposed Restoration of St. Michael's Church.—It gives us much pleasure to announce that at a dinner party lately given by the Rector of St. Mary de Crypt, at which a number of clergymen and earnest laymen were present, the wretched state of St. Michael's church in this city, was incidentally mentioned; when, in a few minutes, the munificent sum of about 150*l.* was subscribed towards its restoration. We trust that this good beginning will be warmly seconded. If the work be judiciously undertaken, St. Michael's church may be rendered an edifice of considerable beauty and interest. Its tower is now one of the finest examples of its class in this county.—*Gloucester Chronicle.*

A Noble Example.—We are glad to observe that the health of towns is being made an attractive subject in our lecture rooms, and the diffusion of sound knowledge connected therewith occupying the time and talents of some of our legislators during the recess. Last week, Viscount Ebrington delivered a lecture on the subject at the Plymouth Mechanics' Institution.

Paving of Towns.—Before the eleventh century none of the great cities of the present day were paved, except Rome and Cordova. Paris did not enjoy this advantage, according to Rigord, physician and historian to Philippe-Auguste, who relates that the king, being at the window of his palace, which commanded a view of the Seine, perceived that the carriages passing in the mire diffused a most offensive odour, which induced him to issue an order for the paving of the streets, notwithstanding the expense of it, the dread of incurring which, he was aware, had hitherto deterred his predecessors. Since that period the city took the name of Paris, instead of Lutetia, which originated in the number of its sloughs. Even London was not paved at that time, many of its principal streets were not thus improved till the 15th century. Holborn was done in 1417. Dajon commenced the paving of the streets in 1391. In 1285 an order from Philippe-le-Hardi commanded the citizens of Paris to pave and sweep the streets before their houses at their own expense; but this mandate was so badly executed that in 1309 the city was swept at the public cost, under the inspection of the police. Till the fourteenth century, the inhabitants of Paris were suffered to throw every nuisance from the windows, provided they cried out three times "*Take care.*" This license was interdicted in 1372, and still more strictly in 1395. An order was also issued to prevent pigs running through the streets, in consequence of the accident which happened to the young King Philippe. That prince, returning from Rheims where he went to be crowned, while passing Saint Gervais, a pig dashed between his horse's legs, and threw him down. The king fell backwards, and, in a few days, died of the injuries he had sustained in the fall.—*Sharpe's London Magazine.*

Church Architecture.—A work of some value, illustrating the various styles of woodwork in church architecture is at present in progress. The author, Mr. Bury, proposes to give perspective views and measured details of ancient pulpits, lecterns, stalls, screens, roofs, and other wooden fittings, engraved by himself from his own sketches and measurements. A good work on this subject has long been called for, and it is to be hoped, that Mr. Bury will be encouraged to persevere in his undertaking; and that one result may be the preservation of drawings of many valuable relics, which, in spite of all efforts, are from time to time disappearing. The first part is now very nearly completed, and we are able to say, that the execution of the work will be in accordance with the importance of the subject. The book will be 4to., and each part will contain about 21 plates.

Architectural Antiquities of Scotland.—We learn with much gratification, that the illustration of Scottish antiquities, with both pen and pencil, is at last about to be undertaken in a manner worthy of the subject. Fifteen years ago, Mr. Burn, the architect, mooted the subject, prompted solely by desire to see the antiquities of his country efficiently pourtrayed, but was unable to bring his project to bear. It is now, however, to be undertaken with his assistance by Mr. Billings, and promises to be a most important work. A limited edition will be issued, with copious details for the professional man. Messrs. Blackwood are the publishers.

Rouen.—Mr. Burford's panorama of this interesting city gives a faithful and wonderfully effective representation of it, and as a work of art, merits great commendation. Those who have not seen Rouen, and those who have, will alike derive pleasure from a visit to the gallery in Leicester-square.

NOTICES OF CONTRACTS.

[We are compelled by the interference of the Stamp Office to omit the names of the parties to whom tenders, &c., are to be addressed. For the convenience of our readers, however, they are entered in a book, and may be seen on application at the office of "The Builder," 2, York-street, Covent-garden.]

For the execution of the proposed branch railway from Pelaw to Washington, in connection with the Newcastle and Darlington Junction Railway, being a distance of 5 miles; also for an extension of about three-quarters of a mile in length.

For the supply of 150,000 sleepers, to consist either of sound Baltic timber or of sound well-grown larch, to the Midland Railway Company.

For the erection of a new church at Pensnett, near Dudley.

APPROACHING SALES OF WOOD, &c.

BY AUCTION.

At Lorridge, near Berkeley, Gloucestershire; 198 maiden oaks, 122 maiden elms, and 1 maiden ash, of excellent quality, and many of them of large size. Also 495 pollards, chiefly oak.

At Coleshill, Warwickshire; a large and superior stock of oak, elm, ash, poplar, and Memel timber.

At Besford, near Pershore, Worcestershire; a considerable quantity of very capital elm, ash, and oak timber trees. They are of large dimensions, of superior quality, and very lengthy.

At Novar, Ross-shire; upwards of 10,000 trees, now standing, all fit for railway purposes.

At Clumber, a large quantity of very valuable oak, larch, elm, and beech timber trees, now standing in the woods and plantations adjoining Clumber and Worksop.

At Ryton-upon-Dunsmore, near Coventry; 194 fine oak, elm, ash, and other timber trees, many of large dimensions.

At the Barringham Tile Works, Hull; about 80,000 feet of pine board, 76 inches by ¾ of an inch; several principal beams complete, 38 feet by 42 feet, &c.

TO CORRESPONDENTS.

"A. A."—*We cannot assist our correspondent in his views.*

"Stone Models."—*We have received Mr. Burgess's model of font from Fotheringhay Church, in limestone, and are much pleased with it. We recommend him warmly to our readers who need architectural models. His address is West-street, Oundle.*

"E. K." (Kensington).—*We will endeavour to call in Liverpool-street; and are obliged by the offer.*

"G. H. C." (Aylesbury).—*We shall gladly avail ourselves of his information.*

"J. C."—*We have already mentioned the material pointed out, as well adapted for stable floors.*

"Architect's Commission."—*A subscriber should send his name. The opinion is otherwise valueless.*

"Oak and Stone."—*Freemasons of the Church meet at No. 3, Newport-street. Write to the Secretary, 9, St. John's Square, Clerkenwell.*

"Novice."—*Shall appear.*

"Ventilation."—"A Working Carpenter," *with reference to communications on this subject from* "Working Bricklayer," *urges that fresh air should be admitted into rooms on a level with the face.*

"S. N."—*We believe the only* brick *pyramid near Saccara, is one at Dahshur, called Kloubet-el-Meskieh.*

"J. H. Thorpe."—*Roman cement (so misnamed) is manufactured in England, chiefly from Sheppy stone, and from the beach stones from Harwich.*

"L. S. W. T."—*It is not customary for architects to certify for payment of instalments on the value of materials brought on the premises. Except by special arrangement, the work that is fixed is alone taken into consideration.*

"Terra Cotta."—*A correspondent urges that this material, if properly handled, may be used with great effect. If thoroughly dried before burning, he maintains that it will neither twist nor crack.*

"T. D." (Paris).—*Gwilt's Encyclopædia of Architecture treats fully of all the subjects mentioned.*

"Colouring Bricks."—*A correspondent suggests, that Basford's patent process is well adapted to work any durable coloured material on the surface of bricks or tiles after they are made.*

"Payment of Sawyers."—*A builder says he has adopted the system of paying sawyers by the score of feet, instead of per cut, and finds it work well. The present prices he pays are, for 7-inch, 4d.; 9-inch, 5d.; and 11-inch, 6d. per score.*

"Circular Saw."—"J. E." *wishes information as to the possibility of cutting deals into boards of various thicknesses by means of a circular saw, worked by hand-power, with a fly-wheel. He is desirous of procuring machinery of that description; its construction must be efficient, though not expensive or difficult to manage.*

Books.—We are sorry that we have not time to reply to a dozen letters asking us to recommend books.

Received: "L.," "An Old Builder," "Carbon," "J. S.," "G. Brummitt," "Surveyor," "Q."

The occurrence of Christmas-day having led us to go to press earlier than usual, the consideration of several communications is unavoidably postponed.

NOTICE.

As a new volume will be commenced on Saturday next, this is a favourable opportunity to begin subscription to The Builder.

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